**DEPARTMENT OF THE NAVY**
COMMANDER AMPHIBIOUS GROUP THREE
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Canc frp: Jun 07

COMPHIBGRUTHREE NOTICE 4700

NOV 14 2006

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Subj: CREW CERTIFICATION OF PCU NEW ORLEANS (LPD 18)

Ref: (a) COMNAVSURFOR 3502.1(Series)C (SURFORTRAMAN)
(b) NAVEDTRA 43100-1D (PQS Management Guide)

Encl: (1) Schedule of Events for Crew Certification Phase One
(2) Schedule of Events for Crew Certification Phase Two
(3) List of Crew Certification Team Members

1. Purpose. To provide information and guidance for the conduct of Crew Certification onboard PCU NEW ORLEANS (LPD 18).

2. General. Reference (a) is the governing directive for conducting Crew Certification. Crew Certification inspection will focus on the overall training and qualification program in order to provide watch-standers to support safe and successful sea trials.

3. Crew Certification.

a. The emphasis of the crew certification will be placed on review of the ship's overall training program, the ability to provide qualified watchstanders, emergency bills and ship's organization.

b. Applicable Personnel Qualification Standards (PQS) will be used wherever possible to qualify watch standers. Those underway watches not covered by PQS will be qualified by locally developed Job Qualification Requirements (JQR) in the format specified in reference (b).

c. The certification evaluation team will utilize standard Afloat Self-Assessment Checklists to assist them in assessing NEW ORLEANS' progress toward meeting the goals of Crew Certification. Checklists are available online at the Afloat Training Group Training Toolbox: https//atg.surfor.navy.mil.

d. Crew Certification will be conducted in two phases:

(1) Phase I is scheduled for 17-19 January 2006 and will

be conducted in New Orleans, LA to verify progress toward crew attainment of readiness for sea. The evaluators will focus on the ship's training plan and personnel assignments to include the following minimum requirements:

(a) A review of training conducted (and planned) to support underway watch qualifications.

(b) Written and oral examination of underway watchstanders with emphasis on their knowledge of emergency/casualty bills and general ship operating procedures. This is conducted for engineering watch personnel during ATG visits, ULTRA-E, and EOC.

(c) An audit of the ship's SORM, operational and emergency bills, Standing and Battle Orders, and shipboard doctrines.

(d) Rules of the Road written examination for officers and chief petty officers standing bridge and CIC watches.

(e) Executive and General Training items:

1. Special Sea and Anchor Detail Watch Bill

2. Underway Watchbill. Watchbills need not have names assigned, but should be available for position assignment review.

3. General Emergency Bill

4. Man Overboard Procedures

5. Rules of the Road

6. SORM

7. EDORM

8. Engineering Standing Orders

9. Temporary Standing Orders

10. Departures from Specifications

11. Mass Casualty Bill

12. CBR Bill

13. Lookout oral interview

14. Air Operations Bill

15. Amphibious Operations Bill

16. Personnel Qualification Status

(f) Items within each department:

1. Safety precautions.

2. Departmental organizational manual, Standing and Battle Orders, and shipboard doctrines.

3. Departmental instructions and regulations.

4. Operational and emergency bills.

5. Departmental personnel manning and training status.

i. Number of crew qualified in underway watch sections.

ii. Nature and amount of training conducted on ship control and auxiliary support systems, such as emergency steering, magazine sprinklers, etc.

6. Adequacy and availability of documentation for equipment and systems operation (plans, instructions, books, pre-underway check-off lists and PMS/operational tests of equipment prior to underway).

7. Adequacy of Quality Assurance, 3M system, and Ship Configuration and Logistics Support Information System (SCLSIS) database training and operation.

(g) Operations/Communications: Familiarity with operational reports such as MOVREP, OPREP, CASREP, SORTS, TRNGREP, and voice/ message communications procedures (oral interviews).

(h) Combat Systems/Weapons: Nature and amount of training in combat systems casualty control.

(i) Boat Crew Qualifications.

(j) Engineering and Damage Control: Areas in Article 2502 above that are included in LOA should not be reevaluated during crew certification.

(2) Phase II. Crew Certification Phase II will be conducted onboard USS NEW ORLEANS. Phase II is scheduled for 05-09 February 2006 and will be conducted in New Orleans, LA. It will be an evaluation of watch-standers' abilities as determined during simulated underway operations. The certification team will use constructive instructional techniques in evaluating crew performance. Completion of this phase is accomplished by a successful two to three day visit to include:

(a) Review of Phase I deficiencies.

(b) Posted operational and emergency bills, safety precautions, and check-off lists for leaving/entering port.

(c) Emergency and damage control equipment.

(d) Alarms and emergency communications equipment.

(e) Watchstander's knowledge of compartments, equipment, and procedures.

(f) Operability of equipment (particularly navigation and safety equipment, including bridge-to-bridge radio).

(g) Reaction of personnel in handling casualties, including use of CSOSS/CSOOW organization or electronic casualty control folders (for non-CSOSS configured ships).

(3) Fast Cruise. During Fast Cruise, the certification team will train the crew and evaluate its ability to operate the ship safely at sea. Light Off Assessment (LOA) will take place 27 FEBRUARY - 01 MARCH 2006 before Fast Cruise. Fast Cruise is scheduled for 02-03 MARCH 2006 at New Orleans, LA, and will consist of an onboard evaluation of watchstander abilities as determined during simulated underway operations. A specific Fast Cruise schedule will be provided separately. The certification team will observe specified evolutions, including emergency drills, using constructive instructional techniques to afford the crew the opportunity to correct training or procedural deficiencies.

(a) Requirements:

1. The overall objective of the Fast Cruise is to determine the crew's ability to take NEW ORLEANS to sea safely. In addition to the normal underway routine, to the maximum extent possible, equipment will be actuated to check for proper operation and to determine the crew's state of training. Fast cruise shall, as far as is practicable, simulate at-sea operational conditions. It will be conducted by ship's force unhampered by construction or repair work or by the movement of shipyard personnel through the ship. No trials, tests or other industrial work will be performed on the ship during this period to the fullest extent possible. Notify the Senior Member of exceptions.

2. The general evolutions and drills listed below must be conducted except those previously evaluated as satisfactory by ATG/ISIC teams. The ship shall be on ship's power. All telephone lines, power cables, service connections and brows shall be removed to the fullest extent possible with the exception of one phone line for official use only and one emergency egress brow. NEW ORLEANS will be operated as if underway, simulating the various evolutions required for safe operation of the ship. Each underway watch section will be exercised in the evolutions that are normally performed on a watch section basis. During each evolution, all applicable communication systems will be exercised. CSOSS will be implemented and the CSOOW organization will function in accordance with standing guidance.

a. Station the Special Sea and Anchor detail.

b. Simulate getting underway.

c. Station the normal underway watch (all sections).

d. Walk through all major sea trial evolutions.

e. Exercise the Reduced Visibility Bill.

f. Simulate boat transfer at sea.

g. Spot-check storage and availability of spare parts and tools. Verify adequacy of stores and provisions.

h. Simulate transit, performing all evolutions and operating equipment as required.

i. Conduct the following emergency drills for each section:

- Loss of steering.

- Loss of electrical power to navigational radar and communications equipment.

j. Conduct man overboard (boat recovery).

k. Exercise the crew at General Quarters.

l. Exercise the crew at abandon ship.

m. Conduct communications drills with bridge, radio, and CIC personnel.

n. Anchor.

3. The following minimum requirements will be completed by the ship for the combat system as applicable. Check all systems/ equipment for proper operation per CSOSS before getting underway. Verify all interior communications circuits including battle telephones and CSOOW circuits. Conduct communications checks on bridge-to-bridge radio. Walk through/conduct drills for each watch station as follows:

| | |
|---|---|
| AW-2-SF | Link 11 Operations |
| AW-3-SF | Radar/IFF Tracking |
| SUW-1-SF | Combined Air/Surface Tracking |
| C2W-4-SF | EMCON Setting/Modification |
| CCC-1-SF | Systems Control - Fleet Broadcast |
| CCC-6-SF | Radio-Telephone Drills |
| CCC-10-SF | Flashing Light Procedures |
| CCC-15-SF | NTDS Initiation/Operation |
| MOB-N-3-SF | Conning/Steering Secondary Conn (if applicable) |
| MOB-N-4-SF | Piloting by Gyro |
| MOB-S-6-SF | Man Overboard (Boat Recovery) |
| FSO-M-8-SF | Electric Shock |

4. The following minimum requirements will be completed by the ship for the propulsion plant. Each watch

section should walk through the listed drills and actually conduct as many drills as time permits:

Check propulsion systems/ equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)
Loss of Steering Control (MLSC)
Loss of Lube Oil Pressure Main Engine/Main Reduction Gear (MLLOP/MLLOPR)
Unusual Noise or Vibration in main Engine/Shaft (MNVRG)
Class C Fire in Switchboard (MCCFS)
Overheating Diesel Engine (MDGEO)
Diesel Engine Crankcase Explosion (MDECE)
Ship's Service Generator Overload (MDGOL)
Loss of Control Pitch Propeller (MLCRP)
Loss of Electrical Plant Control Console (MLEPC)

(4) Enclosures (1) through (3) are provided as basic guidance. NEW ORLEANS will develop and provide a detailed SOE to meet the requirements of this notice for all phases of Crew Certification and Fast Cruise.

(5) A Crew Certification/Fast Cruise completion report shall be submitted, by message, to COMNAVSURFPAC (N3) providing a brief summary of conditions noted and final recommendation as to the crew's readiness to operate safely at sea.

W. L. TOWNS
Chief of Staff

Distribution:
All Inspectors
PCU NEW ORLEANS
COMNAVSURFOR
AFLOAT TRAINING GROUP PACIFIC
NAVBEACHGRU ONE

**Schedule of Events for Crew Certification Phase One**

16 JANUARY 2007 - Travel Day:

Ship Orientation and OBT Validation.

17 JANUARY 2007 - Day One:

- Crew Certification In-brief.

- Written Rules of the Road Examination (all designated OOD, JOOD, Shipping Officer/Petty Officer and CIC watch officers).

- Begin written or oral examinations of underway watch-standers.

- Certification team starts review of written departmental bills, organizational manuals, and, doctrines.

- Continue departmental reviews.

- Certification team briefs Senior Member.

- Senior Member/CO Debrief.

18 JANUARY 2007 - Day Two:

- Continue departmental reviews and written or oral examinations as necessary.

- Certification team briefs Senior Member.

- Senior Member/CO Debrief.

19 JANUARY 2007 - Day Three:

- Complete reviews as required

- Crew Certification Phase I Out-Brief.

**Schedule of Events for Crew Certification Phase Two**

5 FEBRUARY 2007 - Travel Day

6 FEBRUARY 2007 - Day One
- Crew Certification In-brief

- Review phase I discrepancies.

- Begin review of posted bills, safety precautions, and check-off lists.

- Begin checks on alarms and emergency systems.

- Complete assessments as required

- Certification team briefs Senior Member.

- Senior member/CO Debrief

7 FEBRUARY 2007 - Day Two

- Station Sea and Anchor Detail

- Simulate getting underway.

- Rotate watch sections. Conduct evolutions and emergency drills with each section.

- Certification team debriefs with Senior Member.

- Senior Member/CO Debrief.

8 FEBRUARY 2007 - Day Three

- Station underway watch sections and conduct evolutions and drills as necessary.

- Crew Certification Phase II Out-brief.

- Certification Team Departs.

9 FEBRUARY 2007 - Day Four (Back-up Day)

- Set the underway watch and continue drills/evolutions as necessary.

- Crew Certification Phase II Out-brief.

- Certification Team Departs.

**List of Crew Certification Team Members**

| POSITION | PHASE 1 | PHASE 2 | FAST CRUISE |
|---|---|---|---|
| Dates | Jan 17-19 | Feb 5-9 | Mar 2-3 |
| Senior Inspector | CAPT Kennedy | CAPT Kennedy | CAPT Kennedy |
| Cert Coordinator | LT O'Neal | LT O'Neal | LT O'Neal |
| Safety/NAVOSH | Augment | Augment | ---- |
| Deck/Amphibious Warfare | Bos'n Santos<br>Bos'n Ellis<br>BMC Augment<br>BMC Augment | Bos'n Ellis<br>BMC Augment<br>BMC Augment | Bos'n Ellis,<br>BMC Augment |
| Aviation | Augment<br>Augment | Augment<br>Augment | ---- |
| Communications | ITC Hannah | ITC Hannah | ITC Hannah |
| Combat Systems | LT Marecz<br>LDO/CWO EMO | LT Marecz<br>LDO/CWO EMO | LT Marecz<br>LDO/CWO EMO |
| CIC | FCC Augment<br>OSC Augment | FCC Augment<br>OSC Augment | FCC Augment<br>OSC Augment |
| Engineering/DC | LT Ray<br>MMCS Abbott<br>MMC Augment | LT Ray<br>MMCS Abbott<br>MMC Augment | DCC Augment<br>DCC Augment<br>ENC Augment<br>ENC Augment<br>EMC Augment<br>EMC Augment<br>MMC Augment |
| Medical | (CPG-3)<br>CDR Banks<br>HMCM Mendus<br>HMCM Lohner | ---- | ---- |
| Ordnance | AOC Augment | AOC Augment | ---- |
| Navigation | QMC Augment<br>(Nav qual) | QMC Augment<br>(Nav qual) | QMC Augment<br>(Nav qual) |